In The Specification:

Please amend the paragraph as number in the specification as follows:

[0025] In addition to the cost of supercapacitor related to the commercial viability of the integrated battery of the present invention, the price of the enclosed electronic controller is also a critical factor. FIG. **2** is a preferred embodiment showing a block diagram of an on-board controller **200** for guiding the compensatory actions between battery **LI/B 110** and supercapacitor **S/C 112**. Inside the housing **201**, the controller is consisted of a charge sub-controller **(C) 205** and a discharge sub-controller **(D) 206** for governing energy supplied through diode **204** from an input such as an AC or a DC power source, as well as for governing energy output to loads. When there is no external energy, battery **LI/B** provides energy with voltage adjustment, for example, 4.2V or lower is stepped up to 5.0V, by the charge sub-controller **C** through communication bus **202** and **203** to charge supercapacitor S/C. Battery **LI/B** is pre-set to discharge at no more than 1C. 1C rate means that the allowable energy of batteries is drained in 1 hour. If ~~loads demand powers more than battery **LI/B** can provide~~ there exists a power difference between a power demanded by a load and that provided by the LI/B, ~~the extra power need will~~ <u>it can be supplemented by</u> ~~supplied~~ a provision of ~~by~~ supercapacitor **S/C** via the modulation of discharge sub-controller **D**.

[0026] Now, the topology of charge sub-controller **C** and discharge sub-controller **D** is explained in FIGs. **2A** and **2B**, respectively. FIG. **2A** shows charge sub-controller **C** consisting of a micro-controller (μC1) denoted as **217** and three switches, SW1 (**219**), SW2 (**221**), and SW3 (**223**), of MOSFET (metal oxide semiconductor field effect transistor) type encased in the housing **211**. During charging, a charging current is supplied by an external power source to point IN, which is regulated by micro-controller **217** through switches **219** and **221** also communication buses **215**, **225**, **and** **227** to primarily charge supercapacitor **S/C 112** to its nominal cell voltage. Within the forgoing voltage, **S/C 112** can accept charging currents of ~~any~~ a magnitude <u>up to hundreds of Ampere</u>. Hence, even as large as the currents generated in the regenerative braking systems of trucks can be conserved and re-used by employing supercapacitor as load leveling for the integrated battery. Once **S/C 112** is fully charged and battery **LI/B 110** is detected low in energy content, **S/C 112** will supply energy under the command of micro-controller **217** via bus **227** and bus **215**, switch **223** into bus **213** to charge **LI/B 110**. A double arrow is included in 223 to indicate a two-way charging between S/C and LI/B. If necessary, the charging sequence will be repeated until both **S/C 112** and **LI/B 110** are fully charged. By then, the charge sub-controller **C** will automatically disconnect the integrated battery from the external power source.